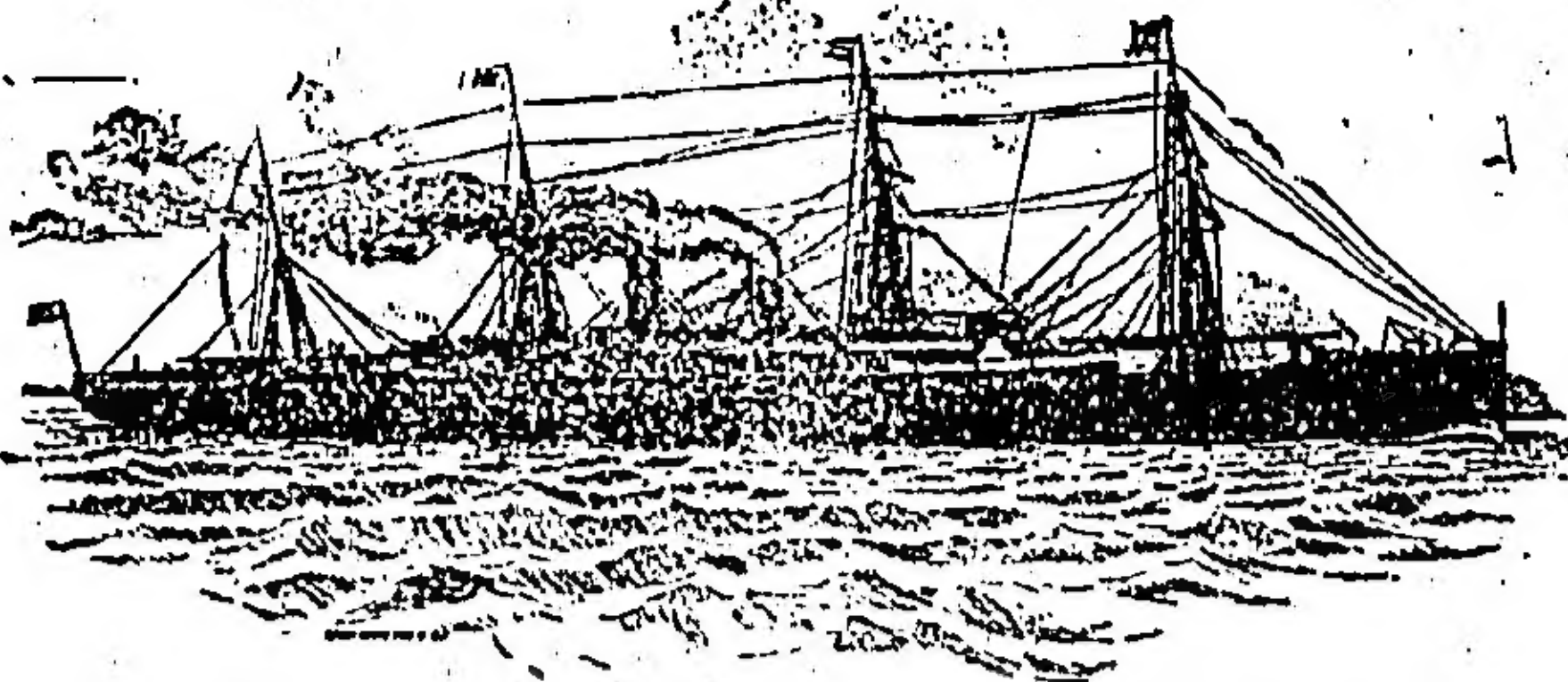






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC".....	4,205 Gross Tons.	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 "	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 "	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU".....	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA".....	11,384 "	SATURDAY, 13th February, at Noon.
"COPTIC".....	4,352 "	TUESDAY, 23rd February, at Noon.
"AMERICA (MARU)".....	6,307 "	WEDNESDAY, 2nd March, at Noon.
"KOREA".....	11,276 "	THURSDAY, 10th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific.

Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 30th December, 1903.

J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA".....	6,000 Tons.....	WEDNESDAY, 13th January, 1904
"ATHENIAN".....	3,382 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	6,000 "	WEDNESDAY, 10th February.
"TARTAR".....	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA".....	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA".....	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN".....	3,382 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAYOIA.....	ROTTERDAM and HAMBURG. (Calling at SINGAPORE).	10th January, 1904. Freight and Passengers.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th January, 1904. Freight.
Duckstein.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	28th January, 1904. Freight and Passengers.
WURZBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	6th February, 1904. Freight.
ALESIA.....	NEW YORK via SUEZ.	5th January, 1904.
NUBIA.....		
von Hoff.....		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 28th December, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
"POWAN".....	2,338 "	" U. F. Morrison, R.N.R.
"PATSHAN".....	2,200 "	" A. V. Dixon.
"HANKOW".....	3,073 "	" C. V. Lloyd.
"KINSHAN".....	2,860 "	" J. J. Loosens.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNG-HAN".....	1,998 tons.....	Captain W. E. Clarke.
-----------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,19 tons.....	Captain T. Hamlin.
----------------------	----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM".....	888 tons.....	Captain B. Branch.
"NANNING".....	569 "	" C. Buchart.
"FAK HING".....	618 "	" R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903. 1357e

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS.....	JAVA PORTS via MACASSAR.	January 5th	SHANGHAI and JAPAN.	January 9th
TJILATJAP.....	Do.	First half of February	Do.	First half of February
TJIMAH.....	KOBE and Y'HAMA.	First half of January	S'PORE, JAVA PORTS and MACASSAR.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage apply to—

THE AGENTS,  
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,  
Hongkong, 28th December, 1903.

1163e

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

Between Queen's Road and Des Voeux Road.  
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902. 1139c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!  
KRUSE & Co.,  
CONNAUGHT HOUSE.

954c]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood; Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

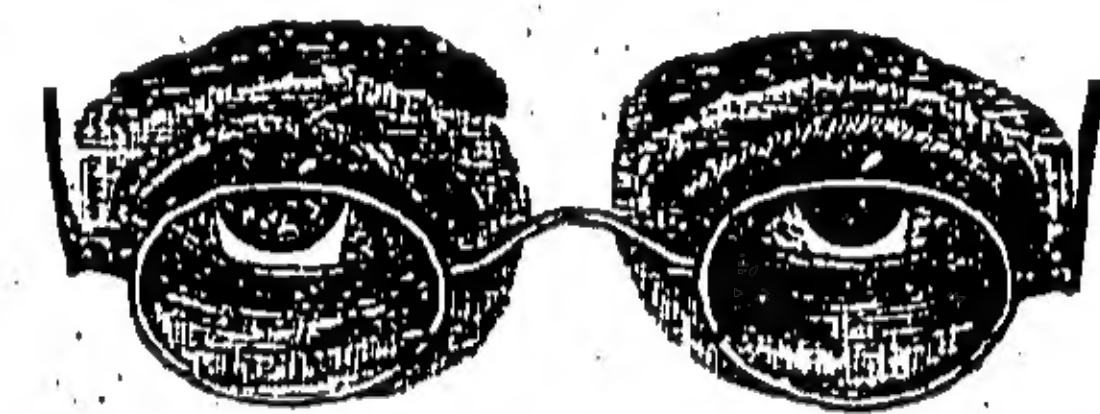
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573e

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

16e

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

17

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.  
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-  
CRIPTION IN STOCK.  
INCLUDING—

BATTERIES,  
CHEMICALS,

ELECTRIC BELLS,  
INSULATORS,

LIGHTNING CONDUCTORS,  
SWITCHES,

TELEPHONES,  
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.

Estimates given for all kinds of Electrical  
work.

Trained Mechanicians sent to Out-Ports to fit  
up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,  
Manager

Hongkong, 2nd April, 1903.

## NEW YEAR HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 1st and 2nd January, 1904, respectively.  
Hongkong, 29th December, 1903. 1561e

## NOTICE.

THE Date of CLOSING OF ENTRIES for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.  
By Order,

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 29th December, 1903. 1562e

## WANTED.

A EUROPEAN NURSE, to travel with a LADY and GENTLEMAN and take charge of a CHILD seven months old.  
For further particulars,  
Apply to—

Mrs. JOHN WHALLEY,  
c/o Peak Hotel.  
Hongkong, 28th December, 1903. 1559e

DEUTSCHE WEINGESSELLSCHAFT  
DUHR & CO., COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRACHEN, Moselle ..... at \$16.50  
LAUBENHEIMER, Hock ..... at \$15.00  
All per Case of 24 Quarts.

Price Reductions for Larger Orders.  
GROSSMANN & CO.  
Hongkong, 16th October, 1903. 1259e

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.  
In Bags of 50 lbs. net \$2.86 ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 15th August, 1903. 19

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S  
KODAKS and FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43 QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.  
LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903. 1160e







## Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.

## PORT.

B.—OLD VINTAGE, super-  
ior quality, Red Capsule 24.00 1.40C.—FINE OLD VINTAGE  
superior quality, Black  
Seal Capsule 20.00 1.70D.—VERY FINE OLD VIN-  
TAGE, extra superior, (old  
bottled), Violet Capsule 27.00 2.25NOTE.—Port, after removal, should be  
rested for a month before use.Wine required for IMMEDIATE use  
should be ordered to be decanted before  
being sent out.These Wines are specially suited for  
Invalids and general use, and are too well  
known to need further comment.A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 124.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. PRICE & Co.)

NEW YEAR CARDS.

FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING AND PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903. (728d)

CARMICHAEL AND  
CLARKE,CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. CODE, 4th Edition.A. 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903. (1358d)THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

NOTICE.  
All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 30, 1903.

## THE PASSING OF THE SAIL.

It has been recorded that in the search for the wealth of the Indies a tiny wooden barque, in 1492, took Columbus to the Atlantic shores of America. For a similar purpose a small fleet of sailing ships was sent to the Far East by the East India Company early in the seventeenth century, and their agents unconsciously commenced working out in China the great international problem with the solution of which Hongkong has been specially concerned. On the 21st November last the White Star Line launched one of the largest steamers yet built, which is to plough the waters between Great Britain and America, and carry on the immense trade that has grown between the two countries since Columbus set sail in his barque. It is the fourth time within five years that a steamer larger than all her predecessors has been launched for this line, and this fact of itself constitutes a unique record. The *Oceanic*, the first of the four, was launched in January, 1899; the *Celtic* came next in 1901; the *Cedric* followed in 1902; and now comes the *Baltic* at the close of 1903. When the *Oceanic* was launched in 1899, the next to her in tonnage was the *Kaiser Wilhelm der Grosse*, of 14,346 tons; the *Baltic*, which is 24,000 tons, has a rival in the *Kaiser Wilhelm II.*, of 20,010 tons. The increase in tonnage in the largest steamer has therefore been almost 10,000 tons within the last five years. A more rapid rate of increase than this has never taken place within the same time in the past history of steam navigation. It is just over fifteen years since the launch of the first steamer of over 10,000 tons (the *Great Eastern* excepted), and in the ten years from 1888, when the *City of New York* of 10,500 tons, was launched, to 1898, when the *Kaiser Wilhelm der Grosse*, of 14,346 tons, was the largest steamer, the advance was a little less than 4,000 tons. Now, in less than five years, there is a further increase of almost 10,000 tons. Thus are the dreams of the fifteenth century materialized into tangible fact by twentieth century energy on a huge wholesale plan. As a writer in the *Revue Scientifique* recently pointed out, the Germans and the Americans have recently built gigantic sailing vessels such as the *Preussen*, of 12,000 tons, and American ships of 10,000 tons, with no less than seven masts, but "in the largest fleet of all, the English, we now find only one ton of sailing vessels to nearly five of steamers; and, moreover, in the sailing fleet is included a host of secondary boats built for the short distance coasting trade, where speed is less important than in international commerce, and where the freight might not be sufficient to pay the cost of construction and maintenance of a steam vessel." Indications are not wanting in Hongkong that the past few years have undoubtedly wrought marvellous changes in shipping. Twenty years ago there were often as many as fifty sailing vessels of British, American, German, Italian, French and other nationality, anchored between the Island and Kowloon, as against a score or so of steamers, while ten years later, in 1893, the sailing craft averaged about sixteen in number to nearly thirty steamers. To-day the sailing vessels in port number four, all flying the British flag, and including the huge barque *Brilliant*. Progress is seen all along the line. The steam navigation in the harbour is marked by growth in dimensions, and weights of ships, and large increase in engine-power as speeds have been raised. Improvements in marine engineering have accompanied increase of steam pressure, and economy of fuel and reduction in the weight of propelling apparatus in proportion to the power developed. We also see improvements in the materials used in shipbuilding, better structural arrangements, and relatively lighter hulls and larger carrying power; and improve ments in form, leading to diminished resistance and economy of power expended in propulsion. As M. Bellet, the contributor to the *Revue Scientifique* points out, the law of progress, has decreed that the sail should

be gradually abandoned in favour of steam transportation, and "although it may be desirable to make use of the wind's free power on land, mechanical propulsion is becoming more and more the rule at sea, and sail-navigation is doomed to disappear except where it is only a sport and not a means of commercial transportation."

## LOCAL AND GENERAL.

NEXT year the Channel Fleet is to be strengthened by the addition of two battleships, making eight instead of six.

PENANG will shortly be reinforced in the motor-car way, two small Lux cars of 6 h.p. being about to be shipped for Mr. Duncan and Mr. Young.

CHINA papers state that the Russians are engaging numbers of well-educated Chinese to conduct official correspondence in Manchuria. Salaries are being offered ranging from \$50 to \$100 a month.

A CARDIFF telegram states that the Admiralty have placed orders for about 500,000 tons of coal divided among nearly twenty collieries. The prices are said to be at the rate of a little over thirteen shillings a ton f.o.b.

THE new trial of Dreyfus will be begun in January. This is the recommendation of the military commission which was appointed by the French Cabinet to investigate the question of whether Dreyfus was entitled to a revision of his case.

WE understand that Mr. E. R. Bellios, C.M.G., has offered a silver cup for the best batting average in the Craigengower Cricket Club. Before becoming the absolute property of any player it must be won twice in succession or three times in all by the same batsman.

MR. PAYNE, the Postmaster-General, and Mr. Raikes, the British Charge d'Affaires, have signed the Parcels Post Agreement between the United States and Hongkong. It will come into effect on January 1, 1904. Under the Agreement the maximum weight of parcels will be seventy-two ounces.

AT the annual public meeting of the Académie Française on 26th ult. amongst the recipients of the various awards were M. Eugene Darcy, who received a Montyon prize of 500 fr. for his "Defence of the French Legion," and a Fabien prize of 500 fr. was also given to M. J. Pene-Siefert for "Yellows and Whites in China."

BY kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry, will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday, the 31st instant (New Year's Eve) instead of Friday as usual.

March—"On the Rolling Deep" Without Overture—"The Sapphire Necklace" Sullivan. Song—"The Caterpillar and the Rose" Carlyle. Selections—"Reminiscences of All Nations" Godfrey. Lancers—"The Army and the Navy" Ernest Allan. Waltz—"Amoureuse" Berger. God save the King.

MR. F. B. L. Bowley, secretary of the City Hall, writes on behalf of Mr. M. B. Leavitt that this entertainer hopes to visit Hongkong in March or April next. From Ceylon exchanges we learn that he is the proprietor of the Anglo-American Troubadours who combined with the Lee and Zansig troupe, and who have recently been delighting Colombo and Candy audiences. The *Ceylon Independent* speaks in glowing terms of the performance, and says that by common consent it was voted one of the best variety entertainments given in Colombo for many a long day.

AMONGST the eight vessels recently acquired by the North German Lloyd from the Rickmers Reishubler, Rhederer and Schiffbau A.G., are two that are still on the stocks. These two steamers are intended, one for the Manila line of the company and one for the Singapore, Labuan, Manila service. These two vessels, which are both for passengers and freight, will have a length of 76.5 metres, a breadth of 11.27 metres, and a depth from the spar deck of 6.7 metres. The passenger accommodation is for 20 first-class, with rooms on the bridge deck, and 9 second; and a large number of Asiatic deck passengers.

THE *Bangkok Times* states that the rice market everywhere is dull for the moment, and the coming season holds out some promise of being interesting in Siam. If the expectation is fulfilled of an abundant crop being general, prices will necessarily be considerably less than the high rates that ruled last year. The sellers of paddy will be reluctant to accept a large reduction, but there can be no doubt they will be compelled to do so. Some Bangkok mills do not frequently pay absurd prices in hope of the foreign market presently taking a turn that will recoup them; but if the whole tendency is downward Bangkok rates must go the same way.

THE London *Gazette* notifies that the King has been pleased to grant unto Paul Henry King, Esq., Commissioner in the Imperial Chinese Maritime Customs Service, licence and authority to accept and wear the insignia of the First Class of the Third Division of the Imperial Chinese Order of the Double Dragon; to Frederick Thomas Richards, Esq., Professor of Navigation, formerly in the Imperial Naval College at Fochow, and subsequently in the Imperial Naval College at Canton, the Third Class of the Third Division of the Double Dragon; and to Mark Alan Hartnell, Esq., lately Divisional Superintendent of Police in Monthon, Puket, Siam, the Fourth Class of the Siamese-Order of the White Elephant.

THE share of Germany in the shipping trade of China, according to official statistics, has risen from 5.07 per cent. in 1882 to 13 per cent. in 1902. This increase is chiefly to be attributed to the establishment of a service of steamers of large tonnage to the Far East, and to the institution of the great cargo lines from Hamburg and Bremen to East Asia.

THERE are in the United States Navy 352 vessels fit for service, forty-five building and twenty-three unfit for service. There are under construction or authorised—First-class battleships, 14; armoured cruisers, 8; protected cruisers, 9; gunboat for Great Lakes (not begun), 1; composite gunboats, 2; steel torpedo boats, 6; training ships, 2; training brig, 1; tugs, 2.

FURTHER purchases of Welsh coal for the Far East are reported on the Cardiff market, and it is computed that 400,000 tons have already been arranged for shipment over December and January. Inquiry still continues. The Russians have secured a large early steamer for patent fuel from Cardiff to Port Arthur, as well as the *Foxton Hall*, to carry 6,500 tons of coal from Cardiff to Port Arthur, and also another steamer ready to load at the commencement of January. Rates are not quite so good as a few weeks ago, and are believed to be about 18s. 6d.

WRITING on the labour problem in South Africa the Johannesburg Correspondent of *The Times* points out that even when the necessary sanctions for importing Chinese labour are obtained it will be some time before Chinese can be actually at work on the Rand. Time must be allowed for negotiations with the Chinese Government and also for putting into motion all the machinery of recruiting. An estimate of six months presupposes a speedy passage for the Labour Ordinance through the Legislative Council, the unquestioning assent of the Imperial Government, ready compliance on the part of the Chinese authorities and success on the part of the recruiting agents. It must be anticipated (says the *L. & S. C. Express*) that the Government at Peking will scrutinise carefully the ordinance regulating the importation of Chinese. In view of this something more than the mere assent of the Imperial Government to the importation of Chinese will be looked for; to ensure the success of the scheme the active co-operation of His Majesty's representative at Peking will be necessary in order that the Chinese authorities may feel that they are dealing officially with the British Government and not merely with an unofficial British community.

A HONGKONG STEAMER  
ASHORE.

ACCIDENT TO THE S.S. "ELLEN RICKMERS."

News reached this Colony last evening that the *Ellen Rickmers*, one of the steamers recently purchased from the Rickmers Rice Mills and Shipbuilding Company by the North German Lloyd, had gone ashore on the Parcel Islands. This vessel was on the Hongkong-Bangkok run. It would appear that the news was conveyed in a scanty telegram to the agent here, but it is more than probable that the crew and officers of the *Ellen Rickmers* are in safety. Measures were taken this morning by the Superintendent of the North German Lloyd for the prompt departure of the tug *Fame* with a salvage expedition, with divers and pumps, which, we learn, will be under the direction of the Dock Company. It is interesting to note that the fleet purchased by the German company consisted of the *Andree Rickmers*, *Madeleine Rickmers*, *Elisabeth Rickmers*, *Ellen Rickmers*, *Maria Rickmers*, *Dorothea Rickmers* and two other steamers still on the stocks. These vessels have all been built in recent years, and their construction is specially adapted for the conveyance of Chinese passengers and Eastern cargo. They are about 2,500 tons burden. We are informed that the position of the stranded steamer is not a dangerous one, though, with the stiff monsoon now sweeping the China Sea, it is probable that delay in salvage operations would result in the breaking up of the steamer.

## H.M.S. "CENTURION"

In the *Naval and Military Record* "Paratus" writes about H.M.S. *Centurion*, now on the China Station:

The battleship *Centurion* is proud of herself. She has a reputation to keep up, but she is not content with that; she has started on her third commission with a firm determination to enhance her reputation. She laughs at records; in her eyes they are merely things to be broken, and 14 days after commissioning two of them had already gone to the wall. Record the first—Commissioned on Tuesday, Nov. 3, the *Centurion* left Portsmouth for China at 10 a.m. on Tuesday, Nov. 10, and she was ready to leave two days earlier had it been necessary. This has never been equaled before. Record the second—Arrived at Malia 6 p.m. on Tuesday, Nov. 17th. No ship in the Navy has ever accomplished the feat of reaching Malia 14 days after she was commissioned, and the run from Portsmouth would have done credit to a liner. I repeat the *Centurion* is proud of herself, and we are proud of her. In the words of Rudyard Kipling, she is a "ship that has found herself" in a remarkably short space of time. Everything is ship-shape, from the brass work to engines, and, in the opinion of the ship's company as a whole, she is in every respect the most comfortable vessel in the service. And it is the same with her officers and men. We had "shaken down" almost before we had left Spithead, and perfect harmony and good fellowship exists both aft and forward. Every thing points to our being what is of considerable importance—a happy ship. Physically, the men are as fine a set of blue-jackets as ever manned a warship, and they go about their work in a way that cheers our hearts and augurs well for our efficiency in the future. We look for a hearty welcome from the fleet in the Far East, and are confident that we shall be found ready and willing to undertake anything that we may be called upon to do, and do it in a way that will prove a credit to the service and to our ship.

## HONGKONG'S MODERNITY.

AN UP-TO-DATE CARAVAN-SERAI.

## THE HONGKONG HOTEL.

The question of comfortable accommodation and a good cuisine is of first order, both to residents in this Colony, who cannot afford high rents or who desire to avoid the worries attendant on the surveillance of a retinue of Asiatic domestics, and to the ever-increasing number of tourists that visit our city each winter. Hongkong has advanced in importance as a seaport with enormous strides, and, owing to it being situated within easy distance of Canton, Macao and Tonking, the number of globe-trotters who make of it a base for exploration is continually augmenting, so that the different hotels of our city have had to increase their means of accommodation, and cater to the requirements of the modern traveller for comfort and luxury.

In this march of progress none of our numerous guest-houses have done more to secure the satisfaction of their patrons than our leading *caravan-serai*, the Hongkong Hotel. Within the last few months important changes and modifications have been effected in the lighting installation, restaurant department and social comforts of this immense building, and no small credit is due to the able manager, Mr. H. Haynes, that this transformation was completed without any discomfort to the numerous guests staying in the Hotel. The massive pile is now lighted throughout by electricity, and several facts with regard to the plant and system adopted will no doubt be of interest to many.

## ELECTRIC INSTALLATION.

The whole of the plant is on the premises of the hotel, which is thus absolutely independent of outside supply. Power is obtained from five boilers, each of 10 H.P., and the generative force is assured by 3 dynamos, each capable of running 500 sixteen candle-power lamps. These dynamos are by the General Electric Co. of New York; they are of the multipolar type and their respective power is:—No. 1, 110 volts; full load 115 volts; ampères 216; speed 305 revolutions. One of these machines is running all day and, at night, two are put into service.

The lighting installation is under the continual supervision of a qualified European electrician and engineer, supplied by the China Light and Power Co., (Messrs. Shawan, Tomes and Co., Agents). The machinery is of the latest type and includes many up-to-date improvements. Near the dynamos is a switch-board, from which can be controlled the whole lighting system of the building, and an automatic switch is attached, by which, in event of a series of lights being put out of circuit by the fusing of a wire, the gear is thrown out of action and the engineer is thus advised and can attend immediately to repairs. In carrying the wires through and along the walls every precaution has been taken to avoid all danger of fire, the following system being adopted. In passing through brickwork all wires are run through porcelain tubes, very similar to those of the Simplex pattern, and in straight leads they are enclosed in a fire-proof casing of asbestos. The lighting installation in the bed-rooms is as follows: In each of the large rooms is a 3-light chandelier, one bracket and a portable lamp. In the smaller rooms there are two bracket lamps and a portable light. All the rooms are provided with a socket for a fan. Each lamp can be put at 16 or 32 candle-power as required. The corridors are lighted by steel pendants bearing 16 C. P. lamps. On each floor there are three cut-outs, to be used in event of a fuse going, in which case only eight rooms on each landing would be deprived of light. The bath-rooms, staircases, bars, pantries, dining and billiard-rooms are all fitted with the electric light as well as the steam-laundry, boiler-room, refrigerating chambers, provision, store, baggage-rooms and lifts. The outside lights on the facade and verandahs are Nernst lamps of 60 candle-power.

## OTHER IMPROVEMENTS.

Other important modifications conducive to the comfort of guests have taken place lately, and thirteen bedrooms on the first floor have been converted into a magnificent social suite for the comfort of residents in the hotel, consisting in reception, reading, drawing and music rooms as well as a private bar and billiard rooms. The ladies drawing-room is sumptuously furnished and contains a Broadwood grand piano. This innovation is a great boon to residents in the hotel since it allows them to entertain their friends in the same manner as if they were living in their own house.

The tourist and even the resident in the Hongkong Hotel have little opportunity of realising the immense activity that is going on in the different departments attached to this vast enterprise. In the building, though carefully and skillfully concealed from sojourners in this palatial establishment, is a big steam laundry in which from 2,000 to 2,500 pieces of linen are washed each day. This contains steam-mangles, rotary washing machines and hydro-extractors for the rapid drying of the linen and a special 8 h.p. engine for running the same. There is also a big Westinghouse steam-pump for filling the lift-tanks and sanitary cisterns, two Hall's refrigerating machines (chloride of calcium system) for manufacturing the ice consumed on the premises, run by a 12 H.P. engine. There also exist a bakery and refrigerating chambers for cooling liquors and aerated waters.

Every precaution is taken to ensure a supply of absolutely pure drinking water, for this liquid passes through two enormous Berkefeld filters and its temperature is reduced in a cooling box prior to it being placed upon the table in the dining-room. To avoid all inconvenience, during a water famine in the working of the lift and sanitary cisterns, a well 30 feet deep has been sunk beneath the building. Water of pure quality is thus from describing many

minor improvements which have been initiated within the last few weeks, but sufficient has been said to prove that the Hongkong Hotel, as it stands, is probably the most up-to-date *caravan-serai* in the Far East, and its admirable accommodation, excellent cuisine and splendid management is a credit to our important sea-port.

## CRICKET LEAGUE.

CRAIGENGOWER V. A.O.C.

The above match will take place on Saturday, the 2nd January, at 2.15 p.m. on the ground of the former Club which will be represented by R. Bass, Lammert, A. C. Brown, E. C. Brown, E. R. Horton, J. D. Kinnaird, R. Pestonji, J. Craig, J. L. Stuart, M. E. Asger, L. A. Rose and R. Houghton.

## LEAGUE TABLE.

Clubs.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	8	7	1	0	21
Civil Service	6	5	0	1	16
Craigengower	7	3	2	2	11
R. E.	4	2	3	0	6
"Tamar"	5	2	3	0	6
R. A. M. C.	5	1	3	1	4
H. K. C. C. "A"	4	0	4	0	0
Parsees	4	0	4	0	0

## JAPAN AND RUSSIA.

SEMI-OFFICIAL STATEMENT.

A very important statement is made by the *Kokumin* in reference to the political situation. The importance of the information given lies in the fact that this journal has certain relations with the Government of a semi-official nature, and has been chosen more than once to make important announcements. Our Tokyo contemporary has an article in its issue of the 18th inst. which deals with the various conferences held during the last few months between the Elder Statesmen and the members of the Cabinet. According to this statement, the first conference, which took place on the 23rd June, decided on the policy that Japan should pursue with regard to the situation that had arisen as the result of Russia's continued occupation of Manchuria. It was then decided that the only satisfactory solution would be the placing of Korea entirely under Japanese influence—which, presumably, would mean the cancellation of the existing Notes in which Russia and Japan respectively recognise each the interests of the other in Korea—and the determination that Manchuria should not be permitted to fall into the hands of Russia, but should be opened to the trade of the world with a full recognition of Chinese sovereignty. The second conference was held on the 13th October, when, no move for evacuation having been made by Russia, the ways and means were considered by which the previous decision could be carried into effect. By this time the negotiations between Japan and Russia had been transferred from St. Petersburg to Tokyo. A third conference took place on the 24th Oct., when the Elder Statesmen and the Cabinet formulated Japan's irreducible minimum, which was presented to the Russian representative. On various pretexts Russia delayed an answer to this dispatch, which was only received by the Japanese Government about three weeks ago, some forty days after the Note was presented to Russia. According to the *Kokumin*, the Russian reply neither refused nor conceded the Japanese demands. It was a temporising document, apparently. Thereupon a fourth conference took place between the Ministers and the Elder Statesmen, which was held on the 18th instant. At this conference it was decided that Japan should firmly stand by the decision she had arrived at when the original dispatch was sent, and that strong action should be taken to enforce the demands contained in the irreducible minimum formulated at the third conference. This means, according to the *Kokumin*, that if her demands are refused by Russia, Japan will be compelled to take measures which are generally referred to as "the last resort." Japan, concludes the Tokyo journal, is now awaiting Russia's reply. She is full equipped for action, and should her just demands be refused troops can be dispatched to Korea and Japan's Navy can be brought into action at a moment's notice.

## SHIPPING AND MAILS.

MAILS DUE.

Australian (*Taiyuan*) To-morrow.  
American (*Hongkong Maru*) 1st prox.  
English (*Bengal*) 2nd prox.  
Canadian (*Athenian*) 5th prox.  
German (*Kleistheim*) 5th prox.  
German (*Sachsen*) 8th prox.  
Indian (*Laitang*) 10th prox.  
American (*China*) 10th prox.  
American (*Doris*) 10th prox.  
The Boston S. S. Co.'s s.s. *Tramont* sailed from Kobe for Yokohama on 28th inst.  
The N. G. I. S. S. Co.'s s.s. *Ischia* left Singapore for this port to-day, and may be expected here on 5th prox.  
The Java-China-Japan Line s.s. *Tjipanas* left Macassar for this port on 28th inst., and may be expected here on 7th prox.  
The Imperial German Mail s.s. *Bayern* which left Hongkong on 26th inst., a.m., arrived at Shanghai yesterday, at 7 a.m.  
The T. K. K. Co.'s s.s. *Hongkong Maru* with mails, &c., left Shanghai for this port yesterday at 5 p.m., and is due here on 1st prox.  
The C. N. Co.'s s.s. *Taiyuan* from Australia ports and Manila left Manila on 28th inst., and is expected to arrive here on 31st inst., at daylight.  
The Boston S. S. Co.'s s.s. *Shamout* sailed from Victoria, B.C., for Yokohama, Kobe, Hongkong and Manila on 28th inst., and may be expected here on 26th prox.  
The O. & C. S. S. Co.'s s.s. *Doris* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on 22nd inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## "Empress" "Kwangtai" Collision Case.

## JUDGMENT.

(From Our Correspondent.)

HONGKAI, 29th December, 5.12 p.m.

Judgment in the *Empress of India-Kwangtai* collision case was delivered to-day.

The Court find the mail steamer alone to blame.

[The above telegram was issued in a special Extra to the *Hongkong Telegraph* at 7.30 last evening.—ED., H.K.T.]

(Reuter's.)

## Hottentot Insurrection in South Africa.

LONDON, 28th December.

A general insurrection of Hottentots has broken out in German South-West Africa.

## Russia and Tibet.

The *Daily Mail's* correspondent at St. Petersburg wires that a deputation from the Delai-Lama of Tibet has arrived at Irkutsk en route to St. Petersburg.

LATER.

## The Situation.

There are persistent rumours at Portsmouth that the fleet in the Far East is about to be strengthened. The Authorities profess ignorance.

The Admiralty has ordered all naval reservists to notify addresses from which they can be summoned by telegraph.

It is reported that the Argentine warships *Moreno* and *Rivadavia* which are on the point of completion at Genoa have been sold for £1,500,000, through Messrs. Gibbs and Sons, the firm through which the Chilean warships were recently purchased.

## ROYAL HONGKONG YACHT CLUB.

On Friday, the 1st January, a cup, presented by the Commodore of the Club (His Excellency F. H. May, C.M.G.), by permission of Rear-Admiral the Hon. A. Curzon-Howe, C.V.O., C.B., C.M.G., will be sailed for by service boats with service rigs steered by Midshipmen of the British Squadron now in harbour. The course will be as follows:—From a line between Police Pier, Tsim Sha Tsui, and a markboat anchored off the Pier, round Channel Rocks, Kowloon Rocks, Meyer's East Buoy, Channel Rocks (all to port) and across the starting line from East to West. Start at 1 p.m.

## NORTHERN AFFAIRS.

Following are items transmitted to Manila exchanges by the Far Eastern Press Association:—The Japanese government has requisitioned all the Japanese fleet which is now in drydock or preparing to enter. War is expected to be declared momentarily.

Port Arthur is being made ready for war as fast as possible. The Russian engineer corps is building ramps to defend the city. It is believed there that Port Arthur will be attacked at the very outset of the war.

Japan, in her reply to the demands of Russia, is reported to have rejected all the fundamental points advanced by the Czar's Government. The situation is considered grave, and the people are looking for a declaration of war.

Russia is endeavouring to borrow from the banks £125,000,000, as an emergency sum to be used in case of war with Japan. The financial agents of Russia are sounding the great German bankers on the subject.

Admiral Alexieff, Viceroy of Russia in the Far East, has been authorized by the Czar to settle all local questions in his domain concerning the Russo-Japanese embroglio.

Japan is chartering transports wherever available. The subsidized lines have been notified that they must be ready to furnish ships.

The Japanese legation in Berlin has received an intimation that Russia will concede the requests of Japan in the settlement of the differences between the nations.

The railways of Japan have been ordered to prepare for the transportation of 70,000 soldiers to the coast.

The American fleet at Cavite was ordered to sail last Tuesday for Nagasaki. Warm times are expected in Japan within the next few days. The Cavite fleet will meet that under Admiral Evans on the coast of Japan.

Forty warships of Japan are being coaled to the limit of their bunkers, in preparation for an emergency.

Mr Bennett Burleigh, the famous war correspondent, doubts that there will be fighting between Russia and Japan. He is reported as saying that the people of the Flowery Land want war, but that the Mikado is determined to preserve peace.

The Manila office of the Mitsui Bussan Kaisha has received a cablegram from its head office in Japan that the Japanese government has taken two of its cargo vessels for coal transports, expediting war with Russia. The names of the boats are the *Minatsuma Maru*, 5,000 gross tons, and the *Ariake Maru*, 3,000 gross tons. These ships have been running between Moji and Katsuragi and Hongkong.

## ARTHUR HILL WORLD'S ENTERTAINERS.

The members of this troupe of variety entertainers presented a change of programme to a large audience at the Theatre Royal last evening, and again received the loud plaudits of the audience for a smart performance. Kelly and Agnes were very popular with their dancing and quaint antics, while Miss Leslie Norman was loudly cheered for the song *Asiatic*, and, at the conclusion of the piece, was presented with a large basket of flowers. Leonard Nelson, the plain comedian, gave a most laughable turn and, of course, had to respond to enthusiastic encores. Lazern, the mythic again delighted the house with his mirth, magic and mystery, while Miss Maud Christie's sweet voice was much appreciated by the audience, and at the termination of her solo the popular artist was presented with a heap of floral devices. The sensational ride by Hill and Sylvian was an item deservedly ranking amongst the best of the evening. Hill riding an ordinary cart wheel down a flight of steps and repeating the performance on a cycle wheel. In response to vociferous encores he again made the ride and carried Sylvian on his shoulders. A word of praise is due to Miss May McCrystal who rendered the overtures and played the accompaniments in excellent style. It was announced during the evening that a special matinee for children would be given on Friday at 3 p.m., when a fresh programme, adapted to juveniles, will be presented.

## MASONIC.

The 28th regular annual meeting of the District Grand Lodge of Hongkong and South China, was held at the Freemasons' Hall last evening, when the following appointments for the District Grand Lodge during the year 1904 were made:—

Deputy District Grand Master, Wor. Bro. E. C. Ray; District Senior Grand Warden, Wor. Bro. Thomas Fred. Hough; District Junior Grand Warden, Wor. Bro. Augustus Shelton Hooper; District Grand Chaplain, Wor. Bro. G. P. Lummett; District Grand Treasurer, Wor. Bro. G. Piercy (Jr.); District Grand Registrar, Wor. Bro. F. D. Goddard; District Grand President of the Board of General Purposes, Wor. Bro. G. J. B. Sayer; District Grand Secretary, Wor. Bro. A. O'D. Gourd; District Senior Grand Deacon, Wor. Bro. C. J. Lafrenier; District Junior Grand Deacon, Wor. Bro. E. A. Stanton; District Grand Superintendent of Works, Wor. Bro. G. G. Barnett; District Grand Director of Ceremonies, Wor. Bro. C. W. Longuet; District Grand Assistant Director of Ceremonies, Wor. Bro. E. W. Hinds; District Grand Sword Bearer, Wor. Bro. F. H. Siemssen; District Grand Standard Bearer, Wor. Bros. J. W. L. Oliver and H. Bathurst; District Grand Organist, Wor. Bro. G. Grimble; District Grand Pursuivant, Wor. Bro. W. H. Woolley; District Grand Assistant Pursuivant, Wor. Bro. C. H. Grace; District Grand Stewards, Bros. H. Sykes, C. A. D. Melbourne, J. N. Varcoe, H. Croxkey, H. Dulloch, and R. D. Thomas; District Grand Tyler, Bro. J. Vanstone.

## ARREST OF A GERMAN CAPTAIN AT MOJI.

## AN EXTRAORDINARY CASE.

The following is from the *Kobe Chronicle* of the 20th inst.:—During the last few days some brief particulars have appeared in the Japanese journals regarding trouble that has arisen in connection with the crew of the *Hildebrand* at Moji. We have now obtained a statement regarding this case, which is of a remarkable nature.

According to the facts which have been related to us, the German steamer *Hildebrand* Richmers, Captain Warneke, was lying in Moji harbour about a week ago, when the Captain received a deputation from the Chinese crew asking that the Chinese should be discharged at that port. The Captain objected to this on the ground that there was no German Consulate in Moji which could give a discharge, and that it would be impossible for him to obtain another crew at Moji. He promised, however, to take the men to Singapore and pay them off there, and to send them back to Hongkong from that port. It appears that meanwhile some of the Chinese had gone ashore, and they were told by a Chinese comrade that he could lodge the whole of the Chinese, if they liked to leave the ship and come to his premises. These men, returning on board, communicated this invitation to the rest of the Chinese crew, and the Chinese thereupon insisted on leaving the ship in a body, notwithstanding the direct order of the Captain. On the Chinese attempting to desert the vessel the officers interfered and a row ensued, the result being that after a sharp struggle the Chinese were locked up in the fore-castle.

During the struggle blows were struck, and the Chinese apparently bore some marks of the affray, for on a number of them escaping through the ventilator of the fore-castle and reaching the shore, they laid a complaint against the Captain and officers for assault, showing the wounds they had received as evidence of maltreatment. The authorities, without apparently attempting to make any further inquiries, at once proceeded on board and arrested the Captain and officers.

We are informed that the Captain, who was ill with rheumatism and unable to walk without the assistance of a stick, was placed in the ordinary jail, and was compelled to divest himself of his hat, overcoat, watch and pocket-book, of which the police took possession. The cell into which he was locked was without any apparatus for being warmed, and it had broken windows, through which the rain and wind came. Here he remained for some thirty-six hours. Meanwhile the German Consul at Nagasaki had been communicated with and he at once sent the German Interpreter, Dr. Specka, to make inquiries, whereupon the Captain and officers were released.

We understand that Captain Warneke has instituted a claim of 100,000 yen for damages suffered by himself and officers and for the detention of his ship for two days.

## THE PORTUGUESE MINISTER TO CHINA.

## IN HONGKONG.

There arrived by the French mail steamer *Polynesien*, this morning, from Lisbon en route to Peking, the Portuguese Minister Plenipotentiary and Envoy Extraordinary to China, His Excellency Senhor José d'Azavedo Castello Branco. The Portuguese Consul-General in Hongkong (Conselheiro A. G. Romano) accompanied by the Vice-Consul (Mr. J. J. Leiria) and Consul Senhor Moraes of Canton met His Excellency on board the *Polynesien* in harbour, shortly after the liner dropped anchor this morning. Mr. C. A. R. d'Assumpção, of Macao, who acted as Chinese interpreter to the Minister designate on the occasion of his first mission to the Middle Kingdom two years ago, was amongst those who called officially to pay their respects to the Portuguese Envoy. His Excellency landed in the forenoon and was not accorded any official reception. During his short stay in Hongkong Senhor Castello Branco will stay at the King Edward hotel. He proceeds to Macao by the Portuguese gunboat *Diu* which came over expressly from the neighbouring colony to convey his Excellency there.

In the course of the afternoon the Minister returned Consul Romano's official visit. It is believed that, prior to proceeding to the Chinese capital, Minister Branco will remain at Macao for a month or so.

## SANITARY BOARD.

A meeting of this Board will be held tomorrow at 4.15 p.m.

ORDERS OF THE DAY.  
1. Further report of the sub-committee appointed to consider what amendments appear desirable in the Public Health and Buildings Ordinance, 1903.

2. Mr. Hewitt, pursuant to notice, will ask:—(1) With regard to the discussion which took place at the meeting of the Sanitary Board on the 17th instant as to the definition of "External Air" will the President be good enough to lay before the Board a memorandum showing the difference which exists between the definition as put forward by the sub-committee and adopted by the Sanitary Board and that now embodied in the Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance of 1903 (No. 1 of 1903) and passed at the Legislative Council meeting on the 14th instant?

This information is asked for as the objects and reasons of the amended Bill state a new definition of the expression "external air" is submitted in order to give effect to the Board's recommendation.

(2) With regard to the above amended Ordinance will the President be good enough to explain to the Board the exact meaning of the definition of "external air" as shown in sub-section No. 26 of Part I?

(3) Mr. Rumjahn, pursuant to notice, will ask:—

(1) With reference to my question No. 4, will the Vice-President be pleased to quote the section (if any) in the Public Health and Buildings Ordinance No. 1 of 1903, under which he, as the building authority, is empowered to authorize sanitary inspectors to enter and inspect domestic buildings for the purpose of ascertaining the existence or otherwise of "building nuisances?"

(2) Will the secretary be pleased to state under which of the provisions of the Public Health and Buildings Ordinance, No. 1 of 1903, or under what authority, notices for the abatement of "building nuisances" are being made out in the office of the Sanitary Board instead of the office of the building authority?

(3) Will the secretary be pleased to state under what authority or standing order (if any) sanitary inspectors are engaged in serving notices for the abatement of "building nuisances" and in attending the police court to prove the existence of such nuisances, on behalf of the building authority?

4. Mr. Pollock, pursuant to notice, will ask:—(1) Will you state how many houses (approximately) there are in the city of Victoria? Will you also state how many houses (approximately) in the city of Victoria will require exemption by the Governor in Council, under the definition of "external air" which appears in section 2 of Ordinance No. 23 of 1903? Will you also state how many houses (approximately) in the city of Victoria have windows fronting on lanes which are less than 13 feet in width?

(2) Is it not the fact that the dimension of 13 feet was inserted in the definition of "external air" in Ordinance No. 1 of 1903, because there was a mistaken impression that every third house would be pulled down and would thus enable every cubic to be lighted by lateral windows opening into a space thirteen feet wide? If you contend that the above is not the fact, will you, please, state how the said dimension of 13 feet came to be fixed upon in the said definition, and will you also please refer me to any speech, document or paper, in support of your contention?

5. Report by the Medical Officer of Health on the latrine at No. 2, Gough Street.

6. Minute by the Medical Officer of Health recommending No. 31, First Street for exemption from the provision of a backyard.

7. Further correspondence relative to the application for exemption from the provision of open spaces in respect of certain houses on Kowloon Inland Lots 1089, 1091, 1092 and 1093.

8. Application for exemption for the provision of open spaces in respect of Nos. 48 and 58, Des Vaux Road Central.

9. Application for exemption from the provision of full open spaces for Nos. 2 to 7, Star Street.

10. Further correspondence relative to the application for the renewal of a licence to sell fresh pork at No. 18, West Street.

11. Mortality statistics for the weeks ended 3rd, 10th, 17th and 24th October, 1903.

12. Lime-washing return for the fortnight ended 22nd December, 1903.

13. Rat return for the fortnight ended 28th December, 1903.

14. Reports of the analyses of the public water supplies for the month of December, 1903.

G. A. WOODCOCK, Secretary.

## COMMERCIAL.

## RAUB &amp; G. MINING CO.

General Manager's Report for four weeks ending Dec. 5, 1903.

The mine measurements and assay results of prospecting work prepared by the mine manager, show a total of 128 ft. for the period 4 weeks under review; made up of 47 ft. sinking, 36 ft. driving, and 45 ft. crosscutting, as against a total of 161 ft. for the previous four weeks.

## MINES.

New Main Shaft.—This has been sunk 22 ft., making a total depth of 237 ft. Progress has been retarded by the volume of water, and on this account it is becoming advisable to suspend operations until the arrival of the Electric Sinking pump, which we intend to install. In the meantime such other work will be put in hand as would in any event cause a stoppage later on.

Bukit Koman, 340 ft. Level South.—This has been advanced 15 ft., making a total of 217 ft. south of the shaft. The lode is 31 in. wide and assays 5 dw. There figures show a temporary falling off. The end appears to be slightly disturbed, and this probably explains the change.

340 Level Crosscut to Winze.—A crosscut is being started here to connect with the No. 2 winze from the 240 ft. level, which was sunk on the footwall.

340 Level North.—By extending this end 11 ft., we have gained a total of 171 ft. The improvement of last month has not been maintained. The lode, for 55 in. wide is worth 2 dw. only, and has become much harder. The footwall portion is separated by a course of slate, about 2 ft. wide, from the hanging wall portion at this point, and is about 48 in. wide and worth some 4 dw.

240 ft. Level North, No. 2 Winze.—After cutting in about 8 ft., sinking was commenced, and 12 ft. has been sunk. That part of the lode already exposed is 36 in. wide and assays 4 dw. This winze is 360 ft. north of the shaft as measured along the "longitudinal section line" of the plan. Prospects here are most encouraging.

240 ft. Level North, Crosscut East.—This was put off to prove the extent of a bunch of stone. After 5 ft. it was abandoned.

240 ft. Level South No. 3 Winze.—Having crosscut for 8 ft. this winze has been started and sunk 13 ft. The lode in sight is 6 in. wide, and is worth 2 dw. From the shaft, the position of this winze is 460 ft. South along the "longitudinal section line" of the plan.

140 Level South: Drive from Air Shaft.—To this 10 ft. has been added, making a total of 37 ft. It is now completed, rails and flatsheet are laid down, and waste rock is being passed down from surface and rammed for slope filling.

In the back of the 140 ft. level norths, some 23 ft. of crosscutting for slope filling has been done.

Stopes.—The following stopes are producing stone:

Above the 340 ft. 2 stopes; lode 78 in. wide, worth 4 dw.

Above the 240 ft. 3 stopes; lode 64 in. wide, worth 5 dw.

Above the Intermediate (200): 3 stopes; lode 82 in. wider and worth 9 dw.

Above the 140 ft. north: 2 stopes; lode 57 in. wide, and worth 11 dw.

Bukit Hitam Stopes.—Above the 260 ft. level 2; lode 21 in. wide, and worth 7 dw.

General.—Plant and Machinery has been running much as usual.

Parts of the Cornish Pump are already fixed at the 340 ft. level, and nothing more can be done with this until the arrival of the new machinery.

The foundations for the new electric hoist, notwithstanding that we have had to remove parts on two occasions through inferior cement, are well in hand.

The excavations for pumping gear foundations are complete.

We have been experiencing very heavy and persistent rains, which have much hampered operations, aggravating the tailings nuisance at our power station, increasing the volume of mine water to be pumped, causing sickness among the natives, and, having caught the Government engineers in the midst of their road-making, rendering transport doubly difficult. Once our electrical winding and pumping plant is in going order, nearly all these evils will cease to worry, and working costs will be minimised.

Milling Return for 4 weeks ending 5th Dec., 1903.

Stamp working—40.  
Period of work—25 days, less last time 25 days (50 hr.) of which 15 min was due to Stamp.

Ore Milled.—Koman 5,538 + Hitam 177 = Total 5,715 Tons. Mill duty—2.76 tons per stamp per 24 hours.

Amalgam Yield.—2,197 lbs. giving 68.25 oz. melted gold = 31.45.

Bullion Yield.—4.96 dw. per ton milled = 55.15% of contents. Bullion fineness—921.43 average.

Mercury lost—3.35 lbs. per 100 tons milled = 0.6 per oz. bullion.

Tailings.—Assays 1.64 dw. per ton = 24.65% of contents. Remarks.—Excessive loss time due to breakdown of our crusher.

Estimated Cost for 4 weeks ending December 5.

Wages, Development 753.44  
Ore Raising 4,374.46  
Surface 3,674.23 8,802.13

Timber, fuel and charcoal 907.19  
Sundries, Petrol 1,552.04  
Stores 8,592.30 4,651.53

Cost per ton 69.93 = 13 dw. 11 gr. 10.00  
EXPENDITURE ON CAPITAL ACCOUNT.  
Koman 740.76  
Cyanide 65.91  
Buildings 454.15  
New main shaft 5,970.76 7,231.58

C. G. WAINFORD LOCK, General Manager.

## JAPAN'S TOBACCO MONOPOLY.

There is a sudden outcry against the proposals of the Japanese Government to appropriate the tobacco manufacturers in the country and establish a monopoly. The scheme apparently provides that a sum of about £3,600,000 shall be devoted to this purpose and the allocation of this amount to the various business to be acquired, shall be decided by appraisers appointed by the Treasury. It is contended that the total amount is totally inadequate, and that the method of valuation for compulsory purchase is grossly unfair. Several English firms are affected, and it is stated that if the scheme is carried in its present form they will suffer to the extent of several hundred thousand pounds. We are inclined to think that this is an exaggeration, but certainly the proposed method of valuing the business does not conform to our ideas of justice, and we sincerely hope that the Japanese Government will reconsider the matter—at least to the extent of providing for a perfectly independent valuation.—EX.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer 1/8 1/2  
Bank Bills, on demand 1/8 1/2  
Credits, 4 months' sight 1/9 5/16  
D'ments 4 months' sight 1/9 7/16  
ON BERLIN (demand) 1/10 1/2  
ON PARIS, Bank Bills, on demand 2/10  
Credits, 4 months' sight 2/2 1/2  
ON NEW YORK, Bank Bills, on demand 42 1/2  
Credits, 30 days' sight 43 1/2  
ON BOMBAY, Telegraphic Transfer 120  
On demand 120 1/2  
ON SHANGHAI, Telegraphic Transfer 71 1/2  
Private 30 days' sight 71 1/2  
ON YOKOHAMA, T.T. 85 1/2  
Sovereigns, Bank's Buying Rate 85 1/2  
Gold Leaf 100 touch, per m. 59.50  
Bar Silver 25 15/16

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
MILWA NEW 920/950  
LAST YEAR 970/1,040  
OLDEST 1,060/1,100  
PATNA NEW 1,137 1/2  
BENARES NEW 1,235  
PRERIAN (PAPRI) 819/860

## To-day's Advertisements.

## EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 30th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 30th December, 1903. [1551c]

## THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

## NEW YEAR HOLIDAYS.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on FRIDAY and SATURDAY, the 1st and 2nd January, respectively.

By Order,

A. R. LOWE, Secretary.

Hongkong, 30th December, 1903. [1558c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW. THE Company's Steamship.

"HAILOONG," Captain Evans, will be despatched for the above Port, on FRIDAY, the 1st January, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAURA & Co., General Managers.

Hongkong, 30th December, 1903. [1556c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship.

"HAIMUN," Captain Gibson, will be despatched for the above Ports, on SATURDAY, the 2nd January, at Noon.

For Freight or Passage apply to DOUGLAS, LAURA & Co., General Managers.

Hongkong, 30th December, 1903. [1567c]

## "SHIRE" LINE.

## FOR LONDON AND HAMBURG. THE Company's Steamship.

"FLINTSHIRE," Captain J. M. Haffner, will be despatched for the above Ports, on or about SATURDAY, the 2nd January.

## FOR HAVRE, LONDON, ANTWERP AND HAMBURG. THE Company's Steamship.

"DENBIGHSHIRE," Captain W. A. Evans, will be despatched for the above Ports on or about FRIDAY, the 15th January, 1904, to be followed by the Steamship "RADNORSHIRE."

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to SHIRWAN, TOMES & CO., Agents.

Hongkong, 30th December, 1903. [1537c]

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship.

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 1st January will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 30th December, 1903. [1564c]

## To-day's Advertisements.

## NOTICE.

AN OLD ALLEVIAN DINNER will be held on WEDNESDAY, the 13th JANUARY, 1904, at the HONGKONG HOTEL. The Undersigned will receive names of any Old Allelians who have not yet been communicated with.

H. ARTHUR,

Care of Messrs. JARDINE, MATHESON & Co. Hongkong, 30th December, 1903. [1564c]

S.S. "POLYNESIAN."

## COMPAGNIE DES MESAGERIES MARITIMES.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEV"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "NESTOR" left Singapore on the 25th inst., and is due here on the 1st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and A'WERE	"DARDANUS"	On 9th January.
MARSEILLES, LONDON and A'WERE	"YANGTSE"	On 19th January.
LIVERPOOL (With Transhipment at Singapore)	"YANGTSE"	On 19th January.
LONDON and ANTWERP	"NESTOR"	On 22nd February.
GENOA, MARSEILLES and L'POOL	"KEEMUN"	On 15th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEV"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th December, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	31st December.
SWATOW and SHANGHAI	"HUNAN"	31st "
SHANGHAI	"KANSU"	1st January.
ILOILO	"WUCHANG"	2nd "
KOBE	"TAIYUAN"	4th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.E.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th December, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 2nd Jan., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 9th Jan., at 10 A.M.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 26th December, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, KOBE, YOKOHAMA AND YOKOHAMA.

PORTLAND, OREGON.

Operating in connection with

THE OREGON STEAMSHIP AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To SAIL
"INDRAVELLI"	4,899	R. P. Craven	Jan. 2, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	4,197	W. E. Craven	Mar. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA  
MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Tons.	Captain.	Sailing Date.
ROHILLA MARU	3,860	Repet Rent	SATURDAY, 2nd January, at 11 A.M.
ROSETTA MARU	3,876	H. S. Smith	SATURDAY, 9th January, at 11 A.M.

For Freight or Passage, apply to the Company's Office, 3, Queen's Building, 1st House Street.

K. MATSUDA, Acting Manager.

Hongkong, 26th December, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.  
DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street,  
Hongkong, 7th September, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer  
"KWONG CHOW,"  
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.  
Passage Fare, \$4 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West,  
Hongkong, 30th May, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.  
(Calling at SHANGHAI).

THE Steamship

"SULLBERG,"  
Captain Meyer, will be despatched for the above Ports, on FRIDAY, the 1st January, at Noon.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 24th December, 1903.

FOR YOKOHAMA, KOBE AND TSINGTAU.  
THE H.A.L. Steamship

"HADENIA,"  
Captain Rorden, will be despatched for the above Ports, on SATURDAY, the 2nd January, at Noon.  
For Freight, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 24th December, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMERA,"  
Captain Lockhart, will be despatched as above on or about MONDAY, the 4th January.

For Freight, &c., apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 26th December, 1903.

FOR KOBE, NAGASAKI AND WAKATSUKI.

THE Steamship

"STOLBERG,"  
Captain Deinst, will be despatched for the above Ports, on TUESDAY, the 5th January, at Noon.

This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 26th December, 1903.

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALEXIA,"  
Captain Schönfeldt, will be despatched for the above Ports, on TUESDAY, the 5th January, at Noon.

For Freight, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 26th December, 1903.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENFARG,"  
Captain Holman, will be despatched as above on SATURDAY, the 9th January, 1904.

For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 17th December, 1903.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK  
VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
1903. About

"SAGAMI" 12th Jan.  
"AFRIDI" 26th Jan.  
For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 31st December, 1903.

Shipping—Steamers.

NEW YEAR EXCURSION TO MACAO.

THE Steamship

"WING CHAI,"  
will run an EXCURSION TRIP to MACAO on NEW YEAR DAY, starting from Hongkong at 8.30 A.M. returning at 7.30 P.M.

MING ON & CO.,  
Hongkong, 28th December, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 1st instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 28th December, 1903.

HONGKONG AVERAGE MARKET PRICES.

Corrected 30th December, 200 cts. per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	13
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" Serjion—Ngau Lau	26
" Sausages—Ngau Yuk Chang	10
" Bull's Brains—Know	10
" Tongue—Ngau Li	45
" Corned—Ham Ngau Li	53
" Head—Ngau Tau	5
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	10
" Liver—Ngau Con	10
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau-chai-tau-keok	75
" Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
" Pigs' Chutlings—Chi cheong	7
" Brains—Chi Kow	2
" Fat—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	13
" Kidneys—Chi Yiu	13
" Liver—Chi Koa	13
" Pork, Chop—Chi Pai Kwat	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pui	22
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Yeung Tau	50
" Keok	50
" Heart—Yeung Sum	10
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	10
" Sucking Pigs, To Order—Chu Chai	16
" Suet, Beef—Sung Ngau Yau	17
" Mutton—Sung Ngau Yau	20
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	25
Capons, Large, Small—Sin Kai	30
Ducks—Ap	22
Shalots—Con Chung Tau	14
Eggs, Hen—Kai Tai	20
Fowls, Canton—Kai Tai	20
Fowls, Hainan—Hoi Nam Kai	23
Geese—Nga	20
Geese, Wild Shanghai—Sheung Hoi	20
Ngo	20
Musk Deer—Wong Keng	3.50
Hare—Tu Chai	3.00
Partridge—Che Khoo	55
Pheasant—Shan Kai	1.45
Pigeons, Canton—Pak Kung	23
Hoihow—Hoihow Pak Kung	23
Quail—Um Chun	10
Rice Birds—Wo Fa Cheuk	23
Snipe—Sa Chai	23
Turkeys, Cock—Fo Kai Kung	60
Hen—Na	45
Wild Ducks, Shanghai, Sui-pai	51.25
Tail, Shanghai, Sui Ap Chai	45
Wild Ducks Canton—Sung Shing Sui	80
Ape	80

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	12
Canton Fresh Water Fish—Hoi Sin Yu	13
Catfish—Lai Yu	16
Catfish—Chik Yu	16
Codfish—Mun Yu	14
Crabs—Hoi	10
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	14
Dog Fish—Tit Tu Sa	8
Eels, Congor—Hoi Man Yu	15
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	32
Garoupa—Sek Pan	40
Gudgeon—Pak Kung Yu	27
Herrings—Tao Pak	18
Halibut—Cheung Kwan Yu	20
Labrus—Wong Fa Yu	18
Loach—Wu Yu	18
Lobsters—Lung Ha	22
Mackerel—Chi Yu	20
Monk Fish—Mon Yu	22
Mullet—Chai Yu	18
Oysters—Sang Hoo	16
Parrotfish—Kai Kung Yu	15
Perch—Tau Lou	13
Pike—Fa Paw Poong	11
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	24
Prawns—Ming Ha	48
Ray—Pei Fa Sa	20
Rock Fish—Sek Kau Kung	18
Roach—Chun Yu	11
Salmon, (Chin), fresh water—Ma Yau	28
Shark—Sa Yu	14
Skate—Po Yu	15
Shrimps—Ha	25
Snapper—Lap Yu	28
Soles—Tat Sa Yu	15
Tench—Wan Yu	14
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Keok Yu	40
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	25
" (Chefoo)—Tin Chun Ping	15
" Small—Hoi Tong	15
" Custard—Fan Lai Chi	8
Bananas, fragrant, Canton—Sung Shing	4
" (trides), Macao—San Heung Chai	3
Chestnuts, (Canton)—Fong Lut	10
Carambola—Sung Tau	—

Cocanuts—Yeh Tai	10
Grapes—Sin Tai Tsu	10
Lemons, China—Ning Moong	6
" Amer.—Kum San Moong	7
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	5
Moong	—
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsu	—
Oranges, (Canton)—Sang Sheng Tim	—
Chang	4
" Small—Tai Kut	5
" Mandarin—Tim Kut	7
Olives—Pak Lam	—
Pears, (American)—Kam San Shut Lu	10
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
Peanuts—Fa Sang	10
Persimmons Large—Hung Chie	—
Pine-apples, 1st quality—Sheung	6
" Ti Paw-law	—
" and cocking—Chung-tang	8
" Paw-law	—
Platams—Tai Chen	3
Plums, Swatow—Hung Lai	10
Pumelo, Siam—Chim Lo Yau	12
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	—
Chi Chai	—
Beans, (French) Macao—Ch Moon Pin	8
Beans, (French), Shanghai—Sheung Hoi	—
Pin Tau	—
Beans, Sprout—Ah Choi	2
Beans Long—Tau Kok	14
Beet Root—Hung Choi Tau	—
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	5
Brassica—Pak Choi	—
Cabbage Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Choy	2
Cabbage, (Shanghai)—Yeh Choi	2
Cane Shoots, bunch—Kau Shun	10
Cauliflower, Large size—Tai Yeh Choi	30
" Fa	—
Cauliflower, Medium size—Cheng Yeh	15
Choi-fa	20
Cauliflower, Small size—Sai Yeh Choi-fa	15
Carrots—Kam Shun	12
Celery, Chinese—Tong Kan Choy	13
Celery, English—Yeung Kan Choi	7
Celery, White—Pak Yeung Kan Choi	9
Chilies Dried—Con Lat Chiu	18
" Red—Hung Fa	—
" Green—Cheng Lat Chiu	7
Curry Stuff, English—Ka Lee Choi Liu	5
Cucumbers—Cheng Kwa	5
Bitter Squash—Fu Kwa	5
Garlic—Suen Tau	4
Ginger, young—Sui Tai Keung	5
" old—Lo Keung	18
Horse Radish, Shanghai—Lai Kan	—
Indian Corn—Suk Mai	1
Lettuce—Yeung Sang Choi	—
Water Chestnuts—Ma Tai	1
" Mandarin—Kwei Lum Ma Tai	6
Mushrooms Fresh—Sung Cho Kho	3
Onions, Bombay—Yeung Chung Tau	15
" Green—Sung Chung	—
" Shai—Sheung Hoi Chung Tau	5
Japan—Yat Poon	5
Okros—Mo Ker	10
Parsley, English—Yeung Un Sai	1
Green Peas—Cheng Tau	15
Peas, Swatow—Fan Shu	2
Pumpkin, Shanghai—Sheung Hoi Shu	3
Tai	4
Japan—Yat Poon Shu Tai	4
American—Fa Ki	4
Fochoow—Fuk Chau Shu Tai	4
Macao—Oh Moon	4
Pumpkin—Toong Kwa	2
Radish—Hung Lo Pak Tsai	2
Shalots—Con Chung Tau	2
Spinach (Chinese)—Fai Choi	2
Spinach—Yin Choi	5
Tomatoes—Fan Ket	2
Taro—Wu Tau	2
Turnips, Pup-ti (Long)—Low Pak	3
Vegetable Marrow—Chit Kwa	5
Waters Cress—Sai Yeung Choi	5
Yams—Lai Shu	4
" Lily Roots—Lin Ngau	4
Yams—Tai Shu	4

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## THE SHARE MARKET.

PAID UP

LAST DIVIDEND.	QUOTATIONS.
1.10/ @ 1/8 = \$18 for half- ending 30.6.1903 .....	\$660 s.
64 for 1902 .....	\$31 b.
	\$10
ANCES.	
nt = \$32 per share for 1902 .....	\$490 s.
for year ended 30.4.1903 .....	\$56
1 making £2 for 1902 .....	Tls. 220
for 1901 .....	\$135 ss.
per share for 1902 .....	\$175 ss.
ANCES.	
share for 1901 .....	\$310
are for 1901 .....	\$31 b.
G.	
half-year ending 30.6.1903 ...	\$318
7- per share for 1902 .....	\$16
5 per share for 1900 .....	\$78
for year ended 30.6.1903 ...	\$30 ss.
= 12% for year ending {	\$30 ss.
30'4'03 .....	\$19
m of 6d. for 1902 .....	£1 2/6

2 1/2 % for 1903 .....	Tls. 36
4 % = Tls. 2.00 .....	Tls. 50 5/8
3 1/4 % = Tls. 1.75 .....	Tls. 47 1/2 s.
E.S.	
making \$12 for 1903 .....	\$104 2.
re for 1897 .....	\$10
2 1/2 % for year ending 30.9.03 .....	Tls. 55
<hr/>	
\$1	
5.30 making Pcs. 60 for 1902	\$600 s.

1/4 per share 28.1.01 .....	\$7
1/4 per share 26.10.03 .....	Tls. 6 b.
AND GODOWNS.	
1/4 for 1 year 30.6.03.....	\$206
of Tls. 5 for 1-year ending	Tls. 121 b.
\$14 for 1903.....	297 s.
102 .....	318 s.
of Tls. 5 for 1903 .....	Tls. 215 sa.

ents per share for 1902 .....	\$94 sa.
of \$6 for 1903 .....	\$155 s.
share for 1902 .....	\$35 b.
of \$14 for 1903 .....	\$124
1-year 1903 .....	\$148
ear ending 30.6.03 .....	\$28
ear ending 31.3.03 .....	Tls. 173
r. for 1902 .....	\$122 b.

6 % for 1903 .....	Tls. 105 sa.
<b>DEBTS.</b>	
60 cents, making \$1 for } 1903 .....	\$154 b.
Period ended 31.10.1903 .....	Tls. 33 s.
3 % on account of 1898 ...	Tls. 25 b.
Div. of 4 % on acct. of 1898 ...	Tls. 40 sa.
Period ended 31.12.00 .....	Tls. 170 .
<b>COMPANIES.</b>	

year ending 30.6.1900 .....	\$20.
.....	\$15
of Tla. 3 per share .....	Tlr. 52 sa.
TIOUS.	
20 per share for 1902 .....	775 sa.
.....	181 b.
5 % for 1903 .....	514 b.
.....	574
for year ending 30.6.1903 .....	512 b.
for year ending 30.6.1903 .....	57
and 1 % bonus for 1901 .....	512 b.

.....	\$140 b.
1045 b.	
nt=\$3.75 for 1991 .....	\$40 b.
of \$4 for 1993 .....	\$45
.....	\$45
year ending 31.11.1993 .....	\$300 ex div.
year ending 31.7.1993 .....	\$124 b.
24 for 1992 .....	\$40 b.
.....	
.....	\$5 s.
.....	
for year ending 31.5.93 ... {	\$94 b.
..... {	\$210 b.
6 % making 12 % for year .....	\$18 b.

ar ended 30.6.1901...	\$5 1/2
in dividend of Tls. 74 paid	\$5
903 making so far Tls. 35	\$9 b.
year ending 31.10.03 ...	Tls. 3124 b.
	\$50
	\$25

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*Share Brokers.*

sellers, ~~as~~ = sales.

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ST. JULIEN, .....	" 9.00
CHATEAU LOUDENNE,....	" 16.00

SAUTERN-SUPERIOR \$12.00

**WHISKY.**  
 PROVOST, .....per case \$ 9.00  
 STRATHMILL, ..... 10.00  
 SADDY BOW, .....

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